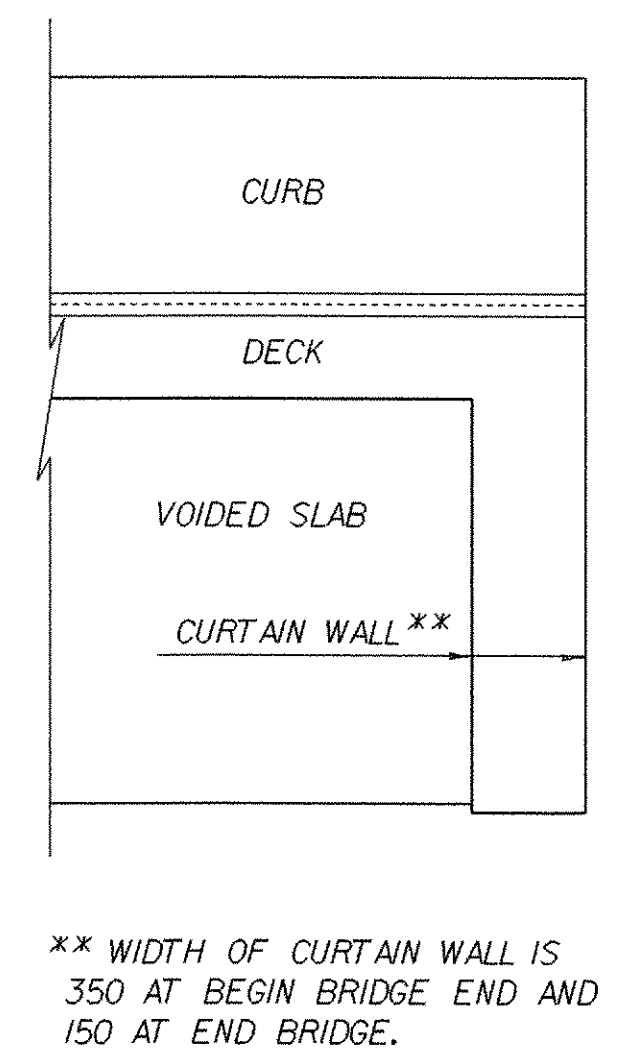
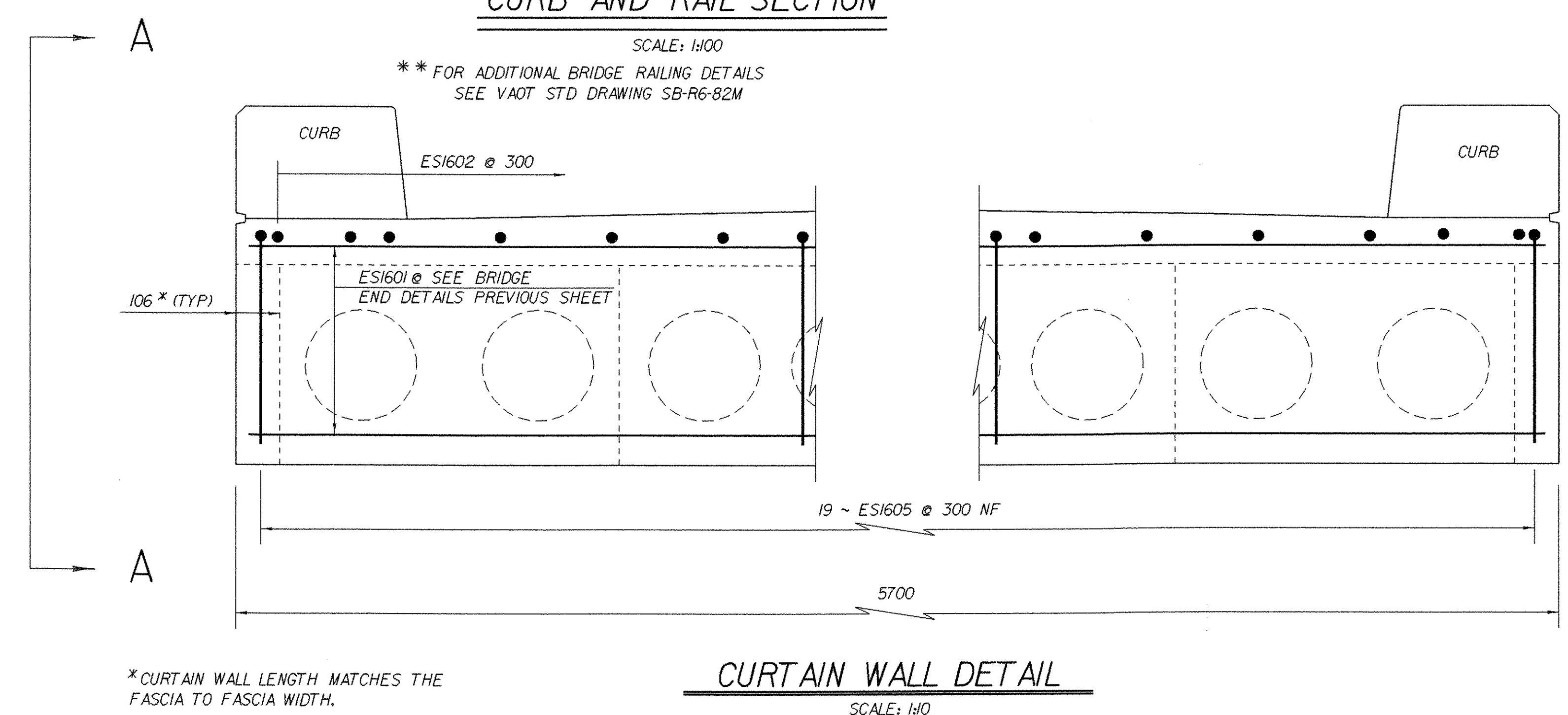
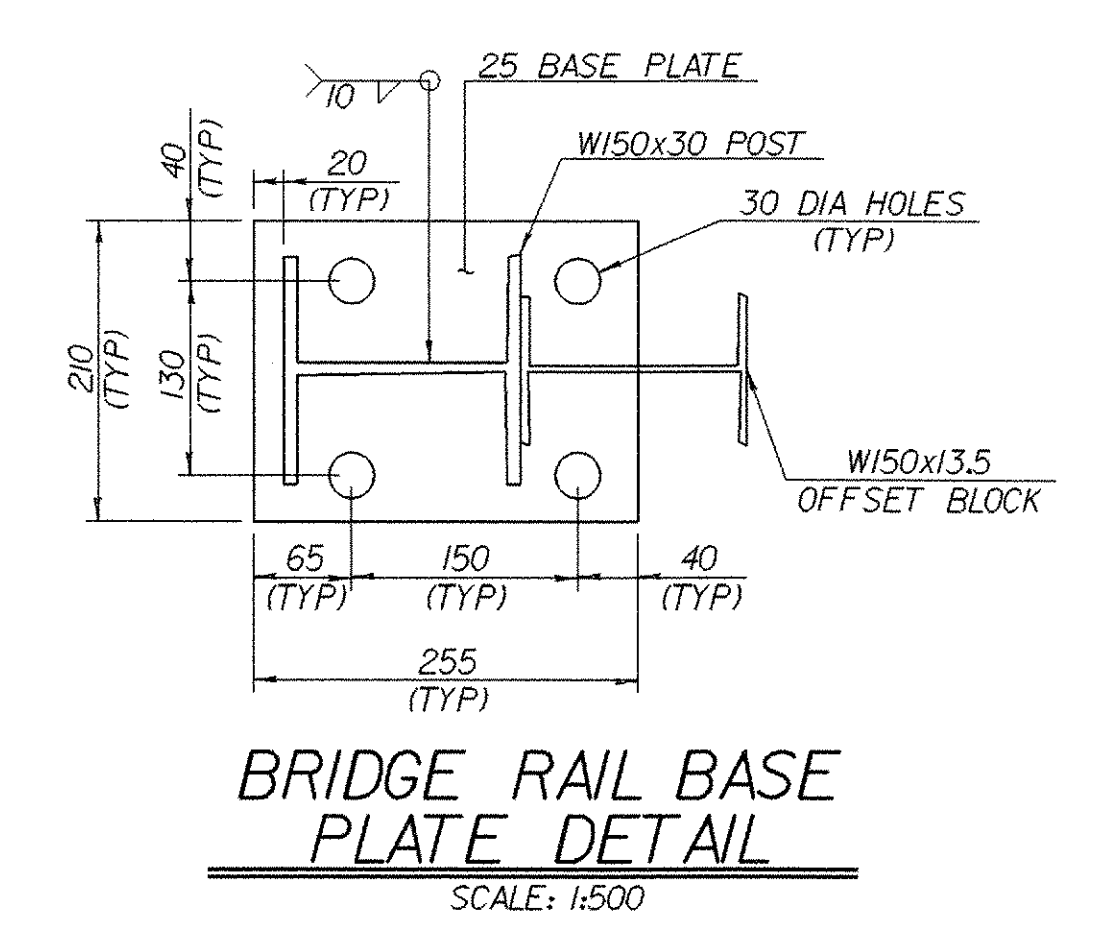
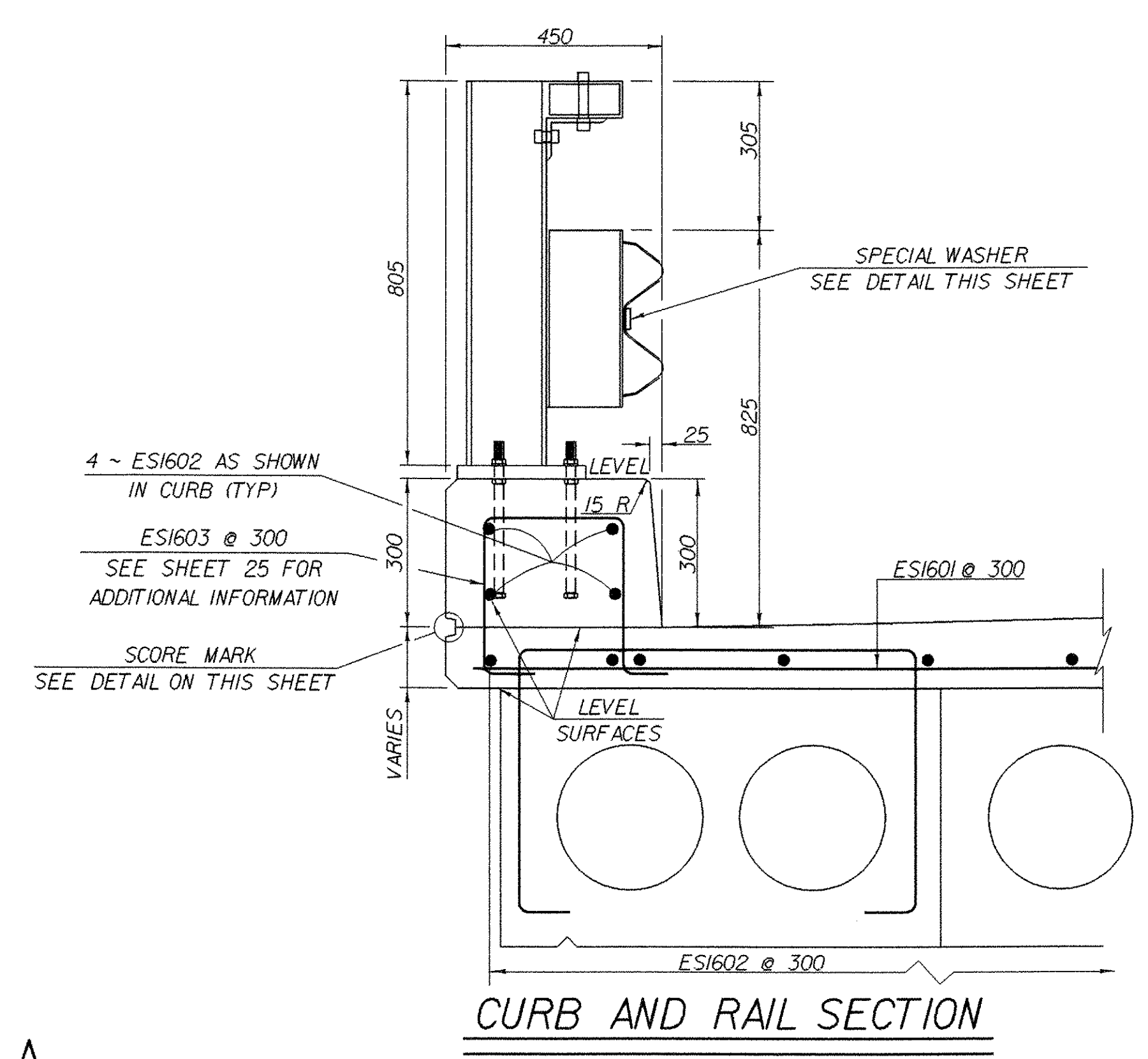
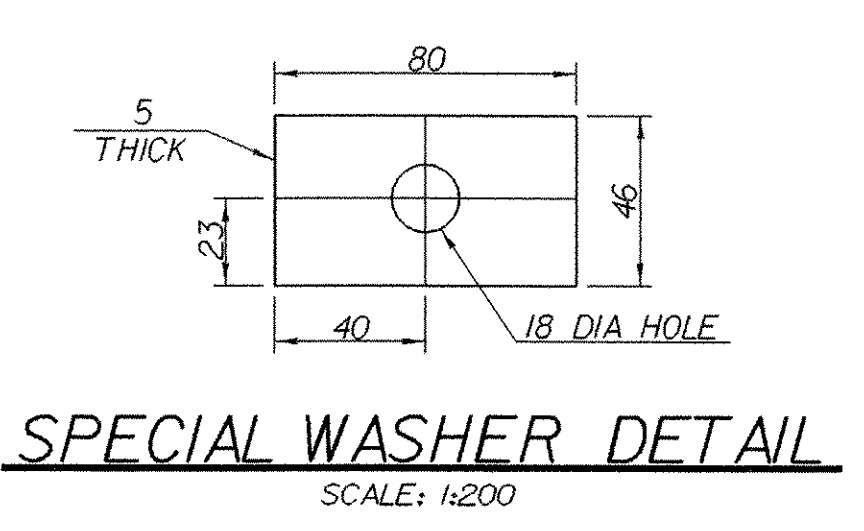
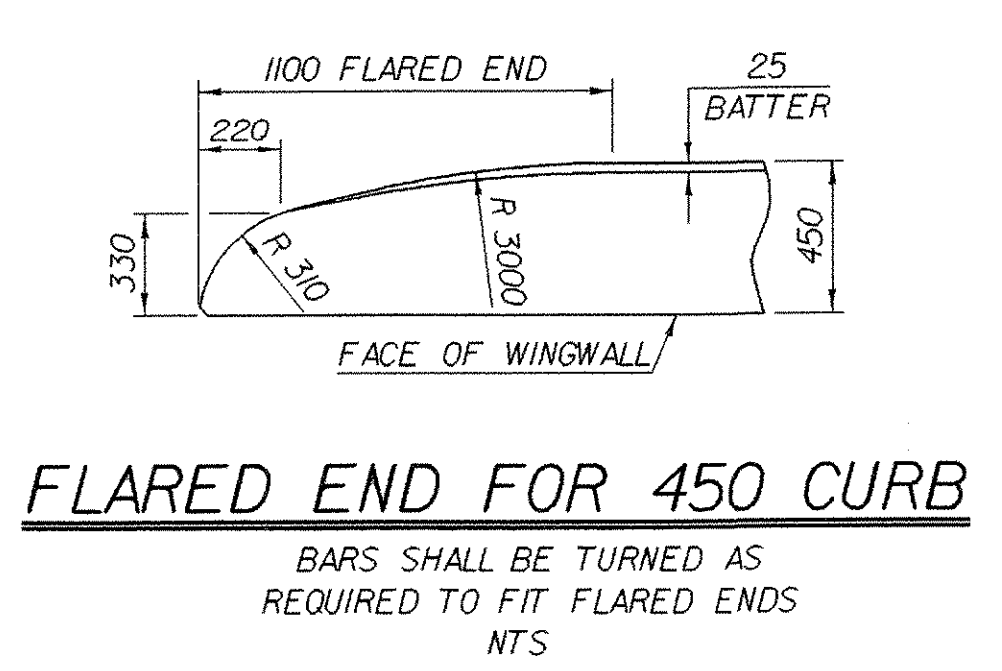
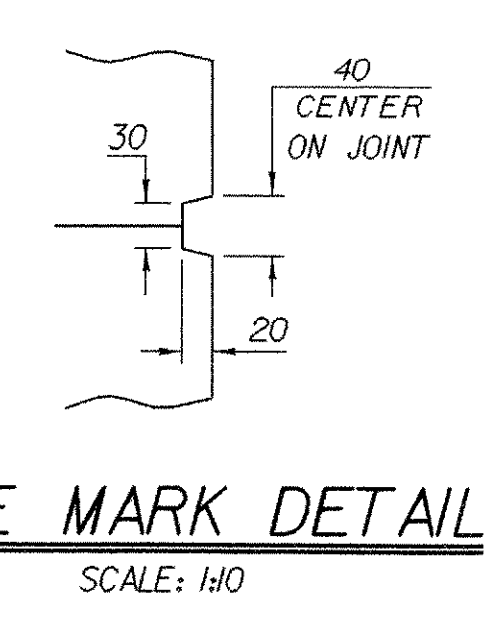


NOTES:  
1. CONSTRUCTION JOINTS THROUGH CONCRETE CURBS SHALL BE SPACED MAXIMUM 6000 CENTER TO CENTER AND SHALL BE 450 MINIMUM FROM THE CENTER OF THE NEAREST BRIDGE RAIL POST. CONCRETE SHALL BE PLACED IN ALTERNATING SECTIONS WITH A MINIMUM OF 48 HOURS DELAY BETWEEN ADJACENT POURS.  
2. LONGITUDINAL REINFORCING SHALL PASS THROUGH CONCRETE CURB CONSTRUCTION JOINTS.



\* CURTAIN WALL LENGTH MATCHES THE FASCIA TO FASCIA WIDTH.



<b>SHEET NAME: CURB AND RAIL DETAILS</b>		
PROJECT NAME: CLARENDON	HIGHWAY NO.: TH 16	
PROJECT NUMBER: BRO 1443(34)	BRIDGE NO.: 24	
	OVER: CLARENDON RIVER	
FILE NAME: /PW/95j286/sj286sup.dgn	PLOT DATE: 01-DEC-2005	
PROJECT MANAGER: R. WHITCOMB	DRAWN BY: J. GILMORE	
DESIGNED BY: C. CARLSON	IPARM NAME: sj286crb.i	
BRIDGE SHEET NUMBER:	SHEET 29 OF 43	